down for the purpose, recommendations of the National Transport Policy Committee, inter-se priority of a road on an-all-India basis including proximity of National Highways in the area and above all availability of resources. Ten years ago i.e. upto 31.3.85. Maharashtra had a length aggregating to 2888 km of National Highways. During the period from 1.4.85 to 31.3.95, a length of 30 km has been added to National Highway network in Maharashtra. However, owing to meagre allocation of funds for National Highways during the 8th Plan, it is difficult to declare any new National Highways in the country including in Maharashtra at this stage.

Irregular operation of DTC Buses under the Unified time table scheme

5609. SHRI RAM NATH KOVIND: Will the Minister of SURFACE TRANSPORT be pleased to refer to answer to Unstarred Question 570, given in the Rajya Sabha on the 15th March, 1995 and state:

(a) whether it is a fact that the DTC buses included in the unified Time Table scheme are not plying regularly;

(b) if so, the details thereof;

(c) whether Government are aware that this scheme has resulted in reduction in the frequency of buses from Jal Vihar to Central Secretariat; and

(d) if so, whether Government would increase the frequency of the above mentioned bus route to 15 minutes, instead of the existing 30 minutes, in order to solve the problems being faced by office-goers?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) and (b) Due to various financial and other constraints, DTC is not in a position to operate its full fleet of buses and to fully implement the scheme of unified time table.

(c) In unified time table, route No. 410 is scheduled to operate between Jal Vihar Terminal and Kendriya Terminal with 8 buses (3 DTC, 5 STA) have 12/24 minutes service frequency. All the 3 DTC buses are in operation. Besides, the residents of Lajpat Nagar (Ring Road area) can also avail the services of route No. 408 and 480.

(d) In view of the existing services of route No. 410, 408 and 480 and also the fact that the frequency of services is 12/24 minutes, there seems to be no need to make any change.

भारतीय नौवहन निगम के वित्तीय संसाधन

5610. **श्री संघ प्रिय गौतम** : क्या **जल-भूतल परिवहन** मंत्री यह बताने की कृपा करेंगे कि :

(क) भारतीय नौवहन निगम द्वारा गत तीन वर्षों के दौरान प्रत्येक वर्ष में कितनी विदेशी मुद्रा अर्जित की गई है ;

(ख) भारतीय नौवहन निगम द्वारा उक्त अवधि के दौरान अपने पोतों की मरम्मत और रख-रखाव पर कितनी विदेशी मुद्रा व्यय की गई ;

(ग) केन्द्र सरकार द्वारा निगम को उक्त अवधि के दौरान कितनी विदेशी सहायता दी गई ; और

(घ) वर्ष 1995-96 के दौरान निगम द्वारा कितनी विदेशी सहायता की मांग की गई है ?

जल-भूतल परिवहन मंत्रालय के राज्य मंत्री (श्री जगदीश टाइटलर) : (क) पिछले तीन वर्षों के दौरान भारतीय नौवहन निगम द्वारा अर्जित विदेशी मुद्रा/बचत निम्न प्रकार है :—

वर्ष	राशि (करोड़ रु०)
1991-92 . .	1331.60
1992-93 . .	1403.78
1993-94 . .	1487.96

(ख) पिछले तीन वर्षों के दौरान भारतीय नौवहन निगम द्वारा अपने जलयानों की मरम्मत और रख-रखाव के लिए खर्च की गई विदेशी मुद्रा इस प्रकार है :—

वर्ष	राशि (करोड़ रु०)
1991–92 . .	98.84
1992–93 . .	97.94
1993–94 . .	98.98

(ग) सरकार ने भारतीय नौवहन निगम को विदेशी मुद्रा की कोई प्रत्यक्ष सहायता प्रदान नहीं की है। तथापि, सरकार ने भारतीय नौवहन निगम द्वारा लिए गए 62.30 मिलियन अमेरिकी डालर के ऋण और उस पर केवल 1991-92 की अवधि के दौरान लगे ब्याज के लिए भारतीय स्टेट बैंक को काउन्टर गारंटियां जारी की है।

(घ) वर्ष 1995–96 के दौरान निगम द्वारा किसी विदेशी सहायता की मांग नहीं की गई है।

Accidents involving red-line buses

5611. PROF. VIJAY KUMAR MALHOTRA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether the accidents involving Red-line buses are on the increase;

(b) if so, the action Government have taken or propose to take to check these accidents;

(c) the number of fatal accidents that have taken place in each of the month since the inception of Red-lines in Delhi and how many of the Red-lines are involved in accident (s) one after the other; and

(d) the action taken against the recurring offenders?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) and (b) No, Sir. However, action taken/being taken to further minimise road accidents in Delhi are given in the enclosed Statement-II (See below)

(c) Monthwise fatal accidents taken place since the inception of Red-line buses are given in the annex. Statement-II (*See* below) Besides 274 Red line buses are reported to have been involved in more than one accident.

(d) The cases, under appropriate Section of Law have been registered by Delhi Police against the recurring offenders. Besides, from 1.11.1994 to 31.3.1995, the total number of prosecutions of Red-line buses were 1,03,065, which included 5958 cases of arrests of drivers and 4217 cases of impounding of buses.

Steps taken/being taken to reduce accidents in Delhi

1. 1995 is being observed as 'Road Safety Year' All the State Governments have been requested to take effective measures to reduce road accidents and carry out various publicity campaigns throughout the year

2. The Transport Department, Delhi has set up a Motor Driving Training School to impart driver training on scientific lines.

3. Measures have been taken to ensure strict compliance of provisions of Motor Vehicles Act with regard to issue of driving licences as well as fitness of the vehicles.

4. Refresher Courses for the drivers were started in November, 1992 and are going on. The drivers are subjected to proficiency test. Besides, training programmes are also being run by Loss Prevention Association of India. National Association of